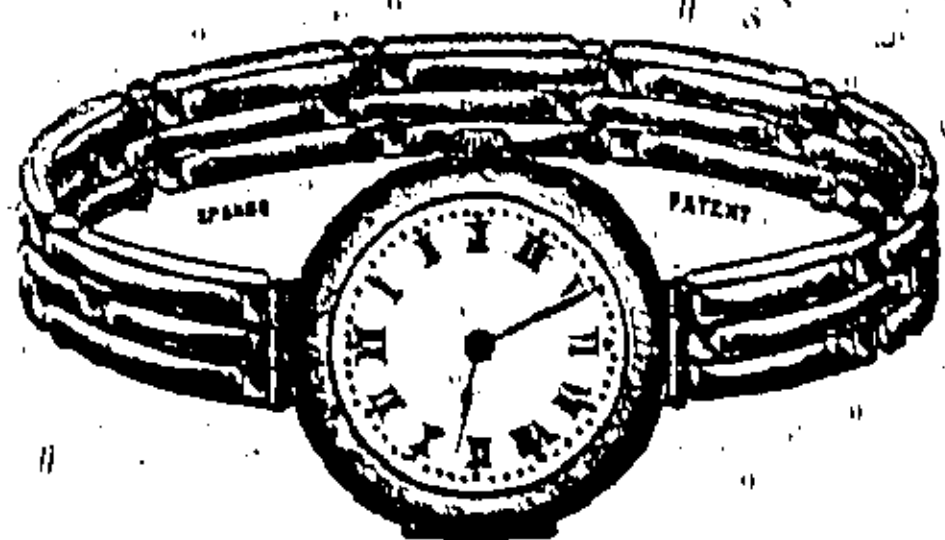


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LADY'S GOLD WATCH BRACELETS IN LARGE VARIETY



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SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL MERCHANTS, &c., OF FIFTY YEARS STANDING
 SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL
 FRANCISCO TSE YAT, General Manager

Kowloon, August 19, 1913.

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ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON WORKING. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two shipways and can accommodate any craft of 300 tons long.

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 Electric works situated at 47, Connaught Road.

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WONG PING WA, Manager.

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Competes with the best quality English Coke for

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HONGKONG.

1107

HONGKONG ST. ANDREWS SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on MONDAY, the 29th Sept., 1913, at 5.15 p.m. for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, & electing office-bearers for the ensuing year, &c.

A. O. LANG,

Hon. Secretary.

Hongkong, Sept. 22, 1913.

1142

HONGKONG FOOTBALL CLUB.

THE ANNUAL GENERAL MEETING will be held at the OFFICES of Messrs JARDINE MATHESON & Co., Ltd., on THURSDAY, 2nd October, at 5.30 p.m.

SIX A-SIDE. Entries CLOSE THURSDAY, 2nd October. Names to be sent to J. C. TAYLOR, Messrs JARDINE MATHESON & Co., Ltd.

A. MURDOCH,

Hon. Secretary.

Hongkong, Sept. 23, 1913.

1107

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong Hotel Company, Limited, will be held at the premises of that Company, Pedder Street, Victoria, in the Colony of Hongkong, on SATURDAY, the fourth day of October 1913, at 12 o'clock noon when the sub-judice resolution will be proposed—

"That the following new Article be inserted in the Company's Articles of Association after Article 10 thereof—

10A. "The Company shall pay dividend, in respect of any existing or a new share of the Company, in proportion to the amount paid up on each share where a larger amount is paid up on some shares than on others."

Should the above Resolution be passed by the required majority it will be submitted for confirmation to a Special Resolution to be adopted at a Special Meeting which will be subsequently convened."

Dated this 22nd day of September 1913.

By order of the Board of Directors.

J. H. TAGGART,

Acting Secretary.

Hongkong, Sep. 22, 1913.

1144

MARTIN'S

APOL-STEEL

PILLS

A French Preparation for the Cure of Rheumatism, Gout, Gravel, Arthritis, Sciatica, Neuralgia, and all other forms of Rheumatism.

It is a powerful and reliable remedy, and is the only one of its kind in the world.

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UNDER the name of "Worcestershire Sauce" there is as wide a range of difference as there is under the name of "wine".

The quality of a mixture is not improved in the least by putting it into a bottle that resembles LEA & PERRINS', and by giving it a label that imitates the appearance of Lea & Perrins'. And still there are people who conclude that if the bottle has the appearance of Lea & Perrins', the fluid inside is like Lea & Perrins' Sauce.



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Oil Drilling Cables of any size up to 3,000 feet in length.

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Hongkong, April 11, 1912.

501

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502

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This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other causes. It restores vitality, improves circulation, and gives the system the most perfect and complete nourishment. It is a powerful tonic, and its effects are almost magical in the treatment of general debility, nervousness, and all the various symptoms of a weak and exhausted system. It is a powerful tonic, and its effects are almost magical in the treatment of general debility, nervousness, and all the various symptoms of a weak and exhausted system.

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Never before was there anything like it, nor can its marvelous properties ever be equalled in all cases of defective blood, whether induced by worry, overwork, dissipation, or other causes. It restores vitality, improves circulation, and gives the system the most perfect and complete nourishment. It is a powerful tonic, and its effects are almost magical in the treatment of general debility, nervousness, and all the various symptoms of a weak and exhausted system.

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CHORUS GIRLS. COMMERCIAL.

Antagonists of the Stage Denounced.

WORKINGMAN'S VIEW.

Let me confess at once that in presenting certain views on the subject of the modern chorus girl, I should have specially excepted those entirely creditable and heroic women who go into the chorus with the intention of earning their livelihood and applying themselves to the stage as a career and not as a ground of another kind. Says a writer in The World in a further article on this subject: At its best, the stage is as worthy of the sympathy of the public and the ambition of an intelligent woman as any other profession. Mine is an attempt to appraise the true value of these stage ladies. By all means, if their brightness, their gaiety, and their wit entitle them to admiration and attention they should have it to the full. But the mere fact that they are on the stage is a cloak for much that is common, stupid, and vulgar. Surely, the same point of view should be their value as women, and it is ridiculous that their connection with the stage should be an attraction by itself, unless for the cause I have endeavored to set out; that of conferring notoriety, which is entirely creditable to all of these influences.

There can be hardly any doubt that a modern and calculating type of woman has seen the advantage which the background of the theatre gives her in the eyes of those with a false standard of life, and she has specifically embraced it as a career for the sake of those advantages. Their scorn, contempt, and ill-will towards their sisters of the stage, those serious workers who go without filigree and pretensions in their profession, is a further proof of their lack of humanity. My views are not directed against the morality of the stage, or against the chorus girl as such, but I protest most strongly against the position which these women occupy on the stage of modern society. If they confine their activities to making progress in their profession by means of their skill in their profession one can do nothing but admire them. If it is to be observed that their skill in singing and dancing over the footlights is necessary to their professional advancement, that fact carries its own condemnation. As it is, they use the stage entirely as a means of enslaving foolish young men whose judgment is warped and whose experience has yet to be gained. A few truths may not hasten the young man in forming his judgment, but he must be reminded of the claims of that most perfect type of womanhood, the English gentlewoman, which are being overlooked in the present craze for notoriety, a notoriety for which they naturally do not compete. The chorus girl is usurping the place of better women in the esteem of misguided youth and adults; to be taught that her carriage, manner, and deportment in public is of no importance and an insult to the high ideal of a gentlewoman.

I am convinced that the position of the chorus girl is entirely different in essentials from anything which has preceded it. The youthful adoration of a Penelope for a Fotheringay was a perfectly different thing. All of us can sympathize with young blood running faster at the call of beauty, but there is little humanity or little affection in this modern alliance—nothing but a dull routine of artificial and joyless excitement and a grave ritual of gastronomic absorption. The Noll Gwynnes and Peg Woffingtons of our forefathers were women who, with all their frailties, had humanity, and brought joy to the world. The love they drew from men was manly, natural, and forgivable. Such women and such men were not victims at the shrine of empty fashion, worshipping the goal of notoriety. The chorus girls of yesterday used to represent a very natural type of bohemia. The breeding, intellectual qualifications, education, polish and behavior of the modern product results in a creature the like of which the world has never seen before.

One further aspect: their prevalence in places of entertainment, which is one of the few vantage grounds from which a foreigner receives his impressions, is a standing menace to his opinion of our womenkind. Public opinion should keep them in their place as the automaton of the stage, as an effective background unquestionably, admirable for that purpose, but without any other recognition until their legitimate achievements in their profession entitle them to it. Those distinguished, refined, and cultivated women who have achieved the greatest distinction in their art serve as an example in their lives which the modern chorus girl would do well to follow.

If you have lost your appetite, one of the big variety of dairy dishes at the ALBERTA CAFE is sure to tempt you.

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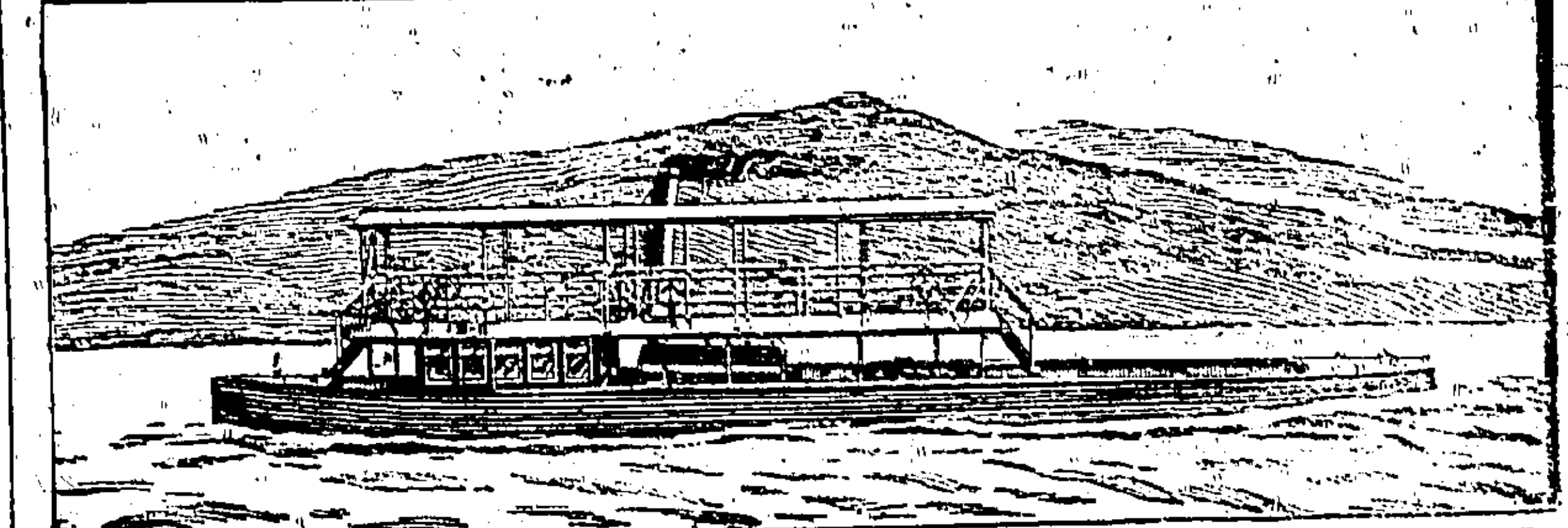
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Britomart	river gunboat	710	2	900	Lieut. Comdr. W. H. Darvall	Shanghai
Cadmus	sloop	1070	6	1400	Comdr. H. P. E. T. Williams	Hongkong
Cherub	water tank and tug	390	—	300	Master H. Smith	Hongkong
Clio	sloop	1070	8	1400	Comdr. Colin Mackenzie, D.S.O.	Shanghai
Fame	torpedo boat destroyer	380	—	5700	Capt. C. F. Corlett, M.V.O.	Shanghai
Floa	cruiser, 2nd class	4390	10	7000	Capt. M. R. Hill	Weihaiwei
Hampshire	cruiser, 1st class	10,850	10	20,500	Lt. Comdr. H. D. Marryat	Yangtze
Kinshira	river gunboat	810	4	1200	Capt. F. C. C. Pao	Labuan
Merlin	sloop	1040	—	—	Capt. E. B. Kiddle	Weihaiwei
Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. B. H. F. Bartolot	Weihaiwei
Momouth	cruiser, 1st class	8800	—	22,000	Lt. Com. Alan Dixon	Canton
Moormen	river gunboat	180	2	900	Capt. Frederick A. Powlett	Weihaiwei
Newcastle	cruiser, 2nd class	4800	12	22,000	Lieut. Com. Malcolm Murray	Yangtze River
Nightingale	river gunboat	85	2	240	Lt. Comdr. R. Wilkinson	Hongkong
Otter	torpedo boat destroyer	550	6	6300	Lt. Comdr. E. J. G. Mackinnon	Weihaiwei
Ribble	torpedo boat destroyer	550	—	7000	Comdr. N. B. Archdale	Hongkong
Rosario	depot ship, submarines	940	—	1400	Lt. Comdr. Nash	Hongkong
Robin	river gunboat	85	2	240	Lt. Com. I. A. S. Hutton	West River
Sandpiper	river gunboat	85	2	240	Lt. Comdr. Maurice B. Leslie	Yangtze River
Snipe	river gunboat	85	2	240	Quartermaster W. H. Ryder	Hongkong
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Virago	torpedo boat destroyer	355	6	6300	Comdr. Seymour	Weihaiwei
Welland	torpedo boat destroyer	550	—	7500	Lt. Comdr. R. Neville	Weihaiwei
Whiting	torpedo boat destroyer	550	—	6000	Lt. Com. J. C. F. Borrett	Upper Yangtze River
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Woodcock	river gunboat	150	2	500	Lt. Comdr. Lloyd	Yangtze River
Woodlark	river gunboat	150	2	500	Lt. Comdr. F. J. McGillicie	Hongkong
O.36	submarine	—	—	—	Lt. Comdr. J. Gaines	Hongkong
C.37	submarine	—	—	—	Lt. Comdr. R. K. O. Pope	Hongkong
C.38	submarine	—	—	—	Lt. Comdr. Handley	West River
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Finest very old BROWN BRANDY Guaranteed 25 years age, in wood. The finest liqueur BRANDY on the market.

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75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 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BY TELEGRAPH.

(Reuter's Service to the China Mail.)

HOME RACING.

RESULT OF THE NEWBURY CUP.

London, Sept. 27.

The result of the Newbury Autumn Cup race (2 miles, 1 furlong) run off yesterday was—

Balscadden 1
Grave Creek 2
Last Stand 3
The betting was 7 to 1 against Balscadden, 100 to 1 against Grave Creek, 3 to 1 against Last Stand.
Twelve ran, won by a neck, one and a half lengths dividing second and third.

THE CESAREWITCH STAKES.

In the Cesarewitch Stakes which take place on 15th prox., the betting is—10 to 1 against Wiggstaff and Fantasio; 100 to 6 against Charlton; 20 to 1 against Candytuft and Wilfrid.

AMERICAN TARIFF BILL.

London, Sept. 27.

A telegram from Washington states that the Conference Committee have finally fixed the new Tariff Bill.
The minimum income liable to income tax is \$3,000 for those unmarried and \$4,000 for those married.

THE DUBLIN STRIKE.

INQUIRY COURT APPOINTED.

London, Sept. 27.

The Board of Trade has appointed Sir C. R. Askwith, Sir Ratcliffe Ellis and Mr. J. R. Clynes, the Labour member for N. E. Manchester, as a Court of Inquiry into the Dublin disputes.

EX-KING MANUEL'S CONSORT.

London, Sept. 27.

The journey which Don Manuel and his bride intended to make to England has been postponed. It will be made shortly. The news of the sudden illness of the bride, who is now convalescent, and the secrecy regarding details, was made a sensation by the Press in Germany.
The papers state that the lady is suffering from internal inflammation.

THE CARSON GOVERNMENT RIDICULED.

London, Sept. 26.

Mr. John M. Robertson, Parliamentary Under-Secretary to the Board of Trade, speaking at Newcastle, said: "The most serious difficulty of Sir Edward Carson's Government will be with the Post Office, which will refuse communication, and Belfast will thus be cut off from the world. We have only got to keep cool, and the difficulty will solve itself. The Government has kept cool hitherto, and will know how to meet the situation when it is developed. Sir Edward Carson will not be prosecuted because the Government does not want to turn 'King' Carson into 'Saint' Carson, and it would be unwise to prosecute him for bankruptcy. Sir Edward Carson's Government will not work for a week. There is no election behind it, and if the Volunteers begin shooting they will find an Army better drilled, with guns not made of wood. I do not believe that there will be any trouble of this sort, but who is going to pay revenue to Sir Edward Carson's officials?"

THE SUGGESTED CONFERENCE.

The Standard says that informal pourparlers have been proceeding between the party leaders on the subject of a Home Rule Conference. The chief difficulty experienced up to the present is the demand for representation by the Irish Unionists and Nationalists at the Conference.

LATER.

THE INDEMNITY FUND.

There are thirteen £10,000 subscriptions to the Ulster Fund, including those of the Duke of Abercorn and several members of Belfast firms.

REMEMBER THE NAME.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy is the best known medicine for diarrhoea, dysentery, colic, cramps or pains in the stomach. You may need it some time. For sale by all Chemists and Druggists.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

DEATH OF MR. PELISSIER.

ORIGINATOR OF THE FOLLIES.

London, Sept. 27.

The death is announced of the well-known actor Mr. H. G. Pelissier. Mr. Pelissier was the founder of "The Follies"—a troupe of artists who made themselves famous in all parts of the world. Mr. Pelissier was the originator of "potted plays"—which were burlesques of stage plays and musical comedies, as well as musical performances. These "potted plays" drew vast audiences to the Apollo Theatre where "The Follies" were playing in the west-end of London, and Mr. Pelissier's genial smiling face will be sadly missed, not only by the members of his company, but by many admirers across the footlights. He was married a few years ago to Miss Fay Compton, a member of his company, whose sister appeared in Hongkong this summer with the Dallas Comedy Company. (C.M.)

MINISTER FOR WAR IN AN AEROPLANE.

London, Sept. 27.

Colonel Seely, attending the manoeuvres at Lilbourne, took a flight in an aeroplane. Their Majesties the King and Queen were present, and offered congratulations to Colonel Seely.

MORE LONDON CARRIERS ON STRIKE.

London, Sept. 27.

The employees of Messrs. Carter, Paterson and Co., the great London carriers, have struck, complaining that temporary hands are better treated than permanent employees. Delivery work is almost completely held up, and it is feared that the trouble will extend to associated companies.

GREECE AND TURKEY.

HELLENIC DOUBTS.

London, Sept. 27.

Greece has asked Turkey to name a definite date for the resumption of peace negotiations. The Greeks appear to be convinced that Turkey is negotiating some arrangement with Bulgaria hostile to Greece. All Greek naval and military officers have been recalled from leave.
The prolonged failure of the Greek and Turkish Plenipotentiaries to arrange peace terms, coupled with the reports of the operations of Turkish irregulars in Thrace and the Turkish mobilisation in Asia Minor on a large scale are causing apprehensions of a fresh Turco-Greek conflict, which were accentuated to-day by the news that the Greek royal yacht suddenly started for Trieste to embark the King, who had been expected to stay at Eastbourne for some time.
A Sofia telegram states that King Ferdinand going abroad for a short cure.

GREAT BRITAIN AND CHINA.

"THE TIMES" ON THE FINANCIAL ASPECT.

London, Sept. 27.

"The Times," in a special article under the heading "The Cosmopolitan Finance of China," dwells upon the failure of the Quintuple Group to effect their object of restraining China from reckless expenditure. The "Times," commenting upon the article, emphasises the necessity for the British Government to reconsider its financial policy in China to prevent the unfair handicapping of British industry by foreign rivals, and recommends the continuance of the Quintuple Group as a useful supervisory organisation for large non-commercial loans but demands a change of policy with the view to restoring to British firms liberty of action to participate in sound industrial and railway enterprises and releasing the Foreign Office from its obligation to support the members of the Quintuple Group. The comment concludes with these words: "The potential resources of the Chinese are great enough to justify a further extension of their liabilities if only an efficient internal Government can be assured."

TREATMENT FOR DYSENTERY.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy followed by a dose of castor oil will safely cure the most stubborn case of dysentery. It is especially good for summer diarrhoea in children. For sale by all Chemists and Druggists.

GOVERNMENT APPOINTMENTS.

The following appointments by H.E. Mr. Gladstone are gazetted:—

Mr. Michael James Hyson to act as Assistant Secretary for Chinese Affairs in addition to his other duties with effect from the 28th August, 1913.

Mr. L. G. Bird to be a Member of the Committee for the Wanchai-cheng and Queen's Recreation Grounds, as representative of the Hockey Club, vice Mr. J. Barton.

Mr. George Jamieson Chambers, provisionally to the post of Land Bailiff, New Territories, rendered vacant by the absence of Mr. William Jordan Unwin with out leave on compassionate leave, with effect from 10th September.

HONGKONG HARBOUR LIGHTS.

Fairway Buoys Altered.

The Harbour Master, Commander Basil Taylor, R.N., notifies that on and after the 1st January, 1914, the character of the lights exhibited on the fairway buoys at the west end of the central fairway in Hongkong Harbour, and on the Cuckoo Rock buoy, in Hung Hom Bay, will be as follows:—6th Order, white, showing one flash of 0.2 seconds, duration every 3 seconds, and visible all round the horizon, to a distance of 5 miles.

SCOTTISH LETTER.

(From Our Own Correspondent.)

Edinburgh, Sept. 27.

THE BURNS GLENIDDEL MEN.

In recognition of their high appreciation of his personal character, and the distinguished military services which he rendered to the Empire, to quote the terms of the Burns ticket, the Corporation of Aberdeen conferred the Freedom of the City on Field Marshal Lord Roberts. For over 100 years only two soldiers have been made honorary Burgesses. Sir Ralph Abercromby and Major George Thomson, of the Bengal Engineers, the senior officer of the party which blew up the Kabul Gate of the Ghazni. Lord Roberts also attended a civic luncheon and a mess dinner, presented colours to the 4th Bt. the Gordon Highlanders, inspected the Boy's Brigade and the Boy Scouts, and visited the Gordon Highlanders Memorial Institute. All the proceedings were marked by the greatest enthusiasm, the whole population turning out to do honour, in the words of the Lord Provost, to "the most popular and best-loved soldier in the land." The warmth of the welcome was no doubt due in part to his Lordship's long connection with the local region, which he has emphasised by taking as one of the supporters of his coat of arms the figure of a private of the "Old 92nd."

In the speeches which he was called upon to deliver, Lord Roberts, of course, pressed home his favourite theme, the necessity for a national army. He said he had been struck by the friendly feeling that existed between the people of Scotland and their soldier brothers. "They appeared to be part and parcel of themselves, not merely a body of men to be used in case of necessity, or something to be stared at as they passed down the street, as he feared was too often the case in other parts of the British Islands." That gave him reason for saying that the foundation of a national army was "already to hand in Scotland." He asked a person opposed "to universal training whether he would like any friend of his, or even an enemy, sent into the field unprepared to fight? But that was what happened in South Africa. Men went out utterly unprepared; some of them had never handled a rifle, had never been on a horse, yet they came out as Yeomanry. Was there anything more childish or more wicked? Fortunately they were not up against a very enterprising enemy; but what would have happened if they had had to fight on the Continent of Europe with untrained men? He had had many letters, he added, finding fault with his reasoning, "but he knew from his own experience that if the war was long they could not trust untrained men to fight."

The legal representative of the Burns Federation has received from four of the descendants of Burns a statement of the position regarding the Gleniddel MSS. They say:—"You have our full authority for making it public that we as individuals have no desire to derive any pecuniary benefit from the Burns Gleniddel MSS. We intervene for the purpose of Burns, because the MSS. were his property, and as such now belong to the heirs, that the Liverpool Athenaeum have failed to appreciate the trust that was reposed in them, and that it is the general wish of lovers of Burns that the sale of the MSS. should, if possible, be recalled. If the efforts now being made result in the sale being cancelled, and the MSS. handed over to us, we will, as a sacred family trust, incur in suitable arrangements being made for the two volumes of MSS. being deposited in some public institution in Britain, subject to the condition that they are not to be sold or disposed of, but are to remain in all time coming open and accessible to students and 'overs of Burns.'"

CHAMBERLAIN'S COUGH REMEDY.

THIS remedy has no superior as a cure for colds, croup and whooping cough. It has been a favorite with the mothers of young children for almost forty years. Chamberlain's Cough Remedy can always be depended upon and is pleasant to take. It not only cures colds and grip, but prevents their resulting in pneumonia. Chamberlain's Cough Remedy contains no opium or other narcotic and may be given to a child as to an adult. For sale by all Chemists and Druggists.

COMMERCIAL.

Messrs Lamko and Rogge, ship and freight brokers, in their Freight Circular, dated Hongkong, September 27, state:—

"Chartering was restricted throughout the past fortnight due to the limited demand for tonnage in all trades, nevertheless the market closes firm owing to scarcity of tonnage for either prompt or forward loading. Only in the direction Saigon/Hongkong, have freights given way and closing quotation is once more nothing better than 17 1/2 cents, although only a few days ago 19.20 cents per picul was offered for early October loading without tonnage being obtainable thereat. As the New-chung season has set in and a good deal of tonnage will be required before the Northern ports become ice-bound, the freight market for the next two months should continue firm.—In fact we anticipate that in most directions rates will show an upward tendency."

Saigon/Hongkong.—Small carriers not being obtainable at the rates offered by charterers—18/19 cents, a Japanese steamer of 60,000 piculs carrying capacity, discharging a cargo of coal at Saigon, was secured on lampun basis, the rate working out at about 14 1/2 cents per picul. Since then additional tonnage has been fixed at between 18-20 cents was not obtainable, and the local rice market having meanwhile declined, a regular liner running promptly had eventually to be satisfied with 17 1/2 cents per picul.

Messrs Wm. G. Hale and Co. Saigon, reports under date of 13th of September as follows:—"Arrivals from the interior being quite inadequate for the requirement of millers who have now to execute engagements made some months ago, prices have risen considerably during the past fortnight. We do not believe in a decline for we have to consider that only about 125 to 150,000 tons of rice remain now to be sold and from information received this will chiefly go to meet requirements of Eastern markets."

Rice exports during this season amount to total 787,319 tons compared with 486,239 tons for same period last year.—Quotation stands for October shipment at \$9.99 per picul f.o.b. against \$8.55 same period last year.

Saigon/Philippines.—From inquiries put on our market, a charter has resulted on basis of 33,000 piculs at 28 cents to 1 port, 30 cents to 2 ports discharge.

Saigon/Java.—Owners are not inclined to look at such business without combined charter. Sugar from Java back to this, and even then they hesitate, for fear of bad despatch in Java such as several vessels have experienced lately.

Bangkok/Hongkong.—Rate has advanced to 40 cents per picul, and several regular liners under Chinese Timecharter, intended for Singapore, have been put on this berth for this.—There is plenty of Paddy now coming from the interior to Bangkok, but how long this state of things will last all depends upon the new crop. More rain is wanted in several districts and should the new crop suffer, the Paddy harvest will soon stop sending further grain to Bangkok, when, no doubt, the freights will become easier again.

Newchwang.—The first of 20 Newchwang Canton steamers have come (15 p.m.) at rates ranging from 37/35 cents per picul according to quantity offered.—Owing to the prevailing tightness of money, high prices of beans, and the unsettled state of affairs in Canton, further chartering business, we fear, will suffer for a while.

Timecharter.—The German s.s. "Matthilde," 831 tons net reg. has been secured trip hence to Mauritius and back to Hongkong on Timecharter basis at \$9.00.—per m.t. The Brit. s.s. Derwentwaggon 1827 tons net reg. has been fixed for further 12 months at \$7.80.—per month. Coal freights.—Tonnage continues in fair supply, but rates keep steady at about \$1.50/\$1.55 per ton.

Figures reported:—Mojil/Hongkong \$1.50, \$1.55 per ton. Salt Tonnage long or to load. For Baltimore and New York.—Brit. Barque "Daylight" 3599 tons net reg., September/November loading. Brit. Barque "Drumelton" 1820 tons net reg., September/November loading. Brit. Barque "Erebus" 3609 tons net reg., January loading. Salt Tonnage Disengaged.—None Disengaged of Salters.—None.

S. D. SETNA & CO.'S FORTNIGHTLY REPORT.

(From 12th to 26th Sept., 1913.)

Kongal Opium.—There were a few buyers in the market, and sales during the fortnight are reported in about 22 chests comprising of 15 chests of Patna New, at \$5,600 per chest, 3 chests of Benares New at \$5,475 per chest, and 5 chests of Benares Old at \$5,500 per chest. Clearances:—1 chest of Patna New, 61 chests of Patna Old, 18 chests of Benares New, and 17 chests of Benares Old, in all about 97 chests. Unsold stock:—204 chests of Patna New, 868 chests of Patna Old, 291 chests of Benares New, and 308 chests of Benares Old, in all about 1,689 chests.—Sold but uncleared stock:—35 chests of Patna New, 392 chests of Patna Old, 57 chests of Benares New, and 96 chests of Benares Old, in all about 570 chests. Closing quotations (per chest) are as under:—
Patna New \$5,825
Patna Old 5,700
Benares New 5,525
Benares Old 5,550

Malwa Opium.—Sales during the past fortnight are reported in about 323 chests at \$4,300 to \$4,500 per picul. Unsold stock, about 1213 chests. Sold but uncleared stock, about 457 chests. Closing quotations (per picul) are as under:—
Malwa New \$4,200 to \$4,300
Malwa Old 4,300 to 4,500

Cotton.—Sales are reported of 800 packages at \$28 to \$30 per picul. Unsold stock is estimated at about 500 bales. Yarn.—Owing to higher rates ruling in Bombay spinners are unwilling to part their holdings at reduced rates, hence prices are well-maintained, and in some instances prices show a slight advance.—In all about 5,000 bales, comprising of 3,025 bales of No. 1/8, 1,000 bales of No. 12s, 825 bales of No. 16s, and 1,000 bales of No. 20s. Unsold stock is estimated at about 18,000 bales. Sold but uncleared stock, about 50,000 bales. Market closes steady. Local Production.—Sales are reported of Hongkong Mill's productions of No.

Lane, Crawford & Co.

BILLIARD TABLES RECOVERED

AND REPAIRS OF ALL KINDS

CARRIED OUT BY

EXPERT WORKMEN.

OLD CUSHIONS

RE-MODELLED

INTO

NEW, LOW, FAST, STYLE.

BILLIARD CLOTHS, BALLS, CUES

AND ALL

ACCESSORIES.

LANE, CRAWFORD & CO.

10s at \$129, No. 12s at \$132, and No. 16s at \$142, in all about 1,500 bales. Japanese Yarn.—Sales are reported of about 1,000 bales of No. 20s at \$150 to \$155 per bale.

Andry Antileps.—Market rules steady. In imports, sales are reported in Antileps at \$24 per picul, Nivania (Bombay) at \$11 to \$14 per picul, and (Calcutta) at \$20 to \$22 per picul; Benares Stone at \$130 to \$135 per picul; Benares at \$16 per picul; Clonow at \$20 to \$28 per picul; Gum Oilstone at \$8 to \$11 per picul; Safflower at \$9 to \$9 1/2 per picul, and Sugar (Mauritius) at \$4 per picul. In exports, purchases are reported in Green Beans and White Beans at \$24 per picul; Cassia at \$14 to \$14 1/2 per picul; Fire-Crackers at \$8 to \$12 per case; Galangal at \$5 per picul; Vermillion at \$12 per picul; Turmeric at \$8 per picul, and Zedoary at \$14 to \$15 per picul.

SCOTTISH SPORT.

(From Our Own Correspondent.)

EDINBURGH, September 27.

ASSOCIATION FOOTBALL.

No fewer than 13 of the 20 Scottish First League teams failed to score on Saturday, and among the failures were Falkirk, the Scottish Cup-holders. Although they were suffering from two mid-week ties for a local cup, this did not wholly explain the extent of their defeat. For this one must look to the form of the Celtic forwards, which was both brilliant and effective. Hamilton Academicals came well out of a gruelling fight with Rangers in losing by the only goal scored. The drawn game between Clyde and Kilmarnock was also unacceptably vigorous. Queen's Park amateurs lost to Hearts, but made a good struggle. Several of the teams were disappointing; among those who have failed to come up to the mark as yet are Motherwell, Third Lanark, St. Mirren, and Raith Rovers.

SCOTTISH LEAGUE—FIRST DIVISION.

Celtic, 4; Falkirk, 0.
Morton, 3; Partick Thistle, 1.
Rangers, 1; Hamilton Academicals, 0.
Motherwell, 1; Third Lanark, 0.
Heart of Mid-Lothian, 1; Queens Park, 0.
St. Mirren, 1; Dunbarton, 1.
Raith Rovers, 1; Hibernian, 1.
Dundee, 2; Ayr United, 0.
Kilmarnock, 2; Clyde, 2.
Aberdeen, 0; Airdrieonians, 0.

SECOND DIVISION.

Leith, 1; Dundee Hibernians, 1.
Albion Rovers, 2; St. Bernard's, 1.
Arthurlie, 1; Cowdenbeath, 0.
Anferthlie, 4; St. Johnstone, 3.
East Stirlingshire, 2; Aberdeen, 1.
Vale of Leven, 2; Johnstone, 0.

CRICKET.

No cricket was played in the East of Scotland, owing to rain, and in the West most of the games were drawn. Greenock defeated Kilmarnock, Uddington won from Stirling, County, Clydesdale beat East Stirlingshire, and Stenhouse Loch lost to Perthshire.

HONGKONG—NEW YORK

REGULAR SAILINGS via SUEZ CANAL (With liberty to call at the Malabar Coast.)

FOR BOSTON AND NEW YORK.

S.S. SHIMOSA on or about 9th October.
S.S. MONTROSE on or about 18th October.
For Freight & further particulars, apply to
DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CAIRO, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND AFRICAN LINE.

Proposed sailings from Hongkong

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about
FOOKSAAG	Sept. 30.		
LAISANG	Oct. 4.		
JELUNGA	Oct. 15.	—UMSUZI	3rd Nov.

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KUMI

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sailing:—

S.S. HOKUTO MARU, For Moji & Kobe, ... 9th October.

S.S. RIJUN MARU, For Moji & Kobe, ... 9th November.

For Freight or Passage apply to
DODWELL & CO., LTD., Agents.

EXPANDED METAL

OR PLASTER WORK AND REINFORCED CONCRETE CONSTRUCTION

AS

USE IN

NUMEROUS

IMPORTANT

WORKS

FLOORS,

ROOFS,

FOUNDATIONS,

WALLS,

AND AMERICA

STOCK LIST, PAMPHLETS, AND PRICES ON APPLICATION.

Quotations for any description of Machinery or Engineering Plant on application to
DODWELL & Co., Ltd., MACHINERY DEPT.

OREGON PINE LUMBER

LARGE STOCK OF ALL SIZES ON HAND.

UNION WATERBOAT CO., LTD.

CONTRACTORS TO HIS MAJESTY'S NAVY.

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This old-established and world-renowned Company issues policies under all the best and modern methods of Life Assurance to meet varying circumstances.

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A ROYAL DRINK.

King George IV
Scotch Whisky



"King George IV" is known and appreciated everywhere for its purity, flavour, age, and digestive properties.

THE DISTILLERS COMPANY, LTD.

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1st 135

Wine Merchants

4, Queen's Road, Central, Hongkong

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PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

PORTS	STEAMERS	To SAIL	REMARKS
SWANSEA, LONDON, ROBE & YOKOHAMA	SUMATRA	About 10th Oct.	Freight and Passage.
SWANSEA, LONDON, ROBE & YOKOHAMA	DELTA	About 10th Oct.	Freight and Passage.
LONDON, via Cebu, Manila, Hongkong, Shanghai, Kobe, Yokohama, Japan	CHINA	27th Sept.	Freight and Passage.
LONDON & ANTWERP	NORSE	About 1st Oct.	Freight and Passage.

All the above steamers are fitted with Wireless Telegraphy.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER AND
THE CANADIAN PACIFIC RAILWAY.
PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.
SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
From Hongkong	From Quebec
EMPEROR OF ASIA, Wed. Oct. 8	EMPEROR OF BRITAIN, Fri. Oct. 31
EMPEROR OF JAPAN, Wed. Oct. 22	ALLAN LINE, Thurs. Nov. 20

Steamships leave HONGKONG at 12.00 Noon.

The 'EMPEROR OF RUSSIA' and 'EMPEROR OF ASIA' are new quadruple screw turbine steamers of 1850 tons gross—the finest, fastest and most comfortable on the Pacific.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

Each steamer of the 'Empress' line connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The 'Empress of Britain' and 'Empress of India' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

PASSENGER RATES, HONGKONG TO LONDON

EMPEROR OF RUSSIA Optional Atlantic Port \$71.10.
EMPEROR OF ASIA do do \$65.
EMPEROR OF INDIA do do \$65.
EMPEROR OF JAPAN do do \$65.

MONTREAL—Intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port \$243.
Boston or New York \$243.
Meals and sleeping car across Canada not included in above rates. If required such will cost \$10 additional.

Local and through passengers may, if desired, travel by rail between ports of call.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services of China and Japan Government. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to
D. W. ORRIDGE, General Traffic Agent,
Corner Peddar Street and Praya (Opposite Blake Pier).

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—SUBJECT
TO ALTERATION.

DESTINATION.	STEAMERS.	SAILING DATE.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.....	HIRANO MARU. Capt. Fraser, Tons 16,000	WEDNESDAY, 8th Oct., at Daylight.
VICTORIA, B.O., & S.E.T. TLE, via SHANGHAI, MOJI, KOBE, YOKO-KAI-CHI & YOKOHAMA.....	KATORI MARU, Capt. Mura, Tons 10,000	WEDNESDAY, 22nd Oct., at Daylight.
YOKOHAMA MARU.	TUESDAY, 7th Oct., at Noon.	
SAINT S. Wada, Tons 14,500		
SAUNKEI MARU.	TUESDAY, 21st Oct., at Noon.	
Capt. Noma, Tons 12,500		
AKI MARU.	THURSDAY, 9th Oct., at 11 a.m.	
Capt. E. Kon, Tons 12,500		
KOBE & YOKOHAMA		
SYDNEY and MELBOURNE, Via MANILA, THURS. DAY ISLAND, TOWNS VILLE and BRISBANE	TANGO MARU. Capt. Minami, Tons 12,500	WEDNESDAY, 22nd Oct., at Noon.
	NIKKO MARU. Capt. Takeda, Tons 9,500	WEDNESDAY, 19th Nov., at Noon.
KASASAKI, KOBE AND YOKOHAMA	NIKKO MARU. Capt. Takeda, Tons 9,500	WEDNESDAY, 22nd Oct., at 11 a.m.
BOMBAY, via SINGAPORE, AND COLOMBO.....	HANGKONG MARU, Capt. —, Tons 12,100	WEDNESDAY, 8th October.
CALCUTTA via SINGAPORE, PENANG, & HANGKONG	HAKATA MARU, Capt. —, Tons 12,500	SATURDAY, 4th October.
SHANGHAI, KOBI, KOBE.....	KANAGAWA MARU, Capt. Machida, Tons 12,500	MONDAY 5th September.

* Fitted with new system of wireless telegraphy. * Cargo only.

PASSENGER SEASON—1914

FOR EUROPE

STEAMER	Tons	Sails	Date
MIYASAKI MARU	16,000	Wed	28th January.
KITANO MARU	12,000	"	11th February.
KUO MARU	12,000	"	25th February.
KIRINO MARU	16,000	"	12th March.
KASORI MARU	20,000	"	26th March.
KAMO MARU	16,000	"	8th April.
KASHIMA	20,000	"	2nd April.

FOR AMERICA

STEAMER	Tons	Sails	Date
SHIZUKA MARU	12,500	Tues	27th January.
TAMBA MARU	12,500	"	10th February.
KI MARU	12,500	"	24th February.
KILO MARU	12,500	"	10th March.
KOHAMA MARU	12,500	"	24th March.
AW MARU	12,500	"	7th April.

With option of Ball between steamer's calling Ports in Japan.

For further information apply to

T. KUBOMOTO, Manager.

Telephone No. 292.

HONGKONG'S MUSICAL
"HISTORY"

BY H. L. O. GARRETT.

A reprint of a series of articles that appeared in the CHINA MAIL

PRICE... .. 50

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THE PACIFIC MAIL S.S. CO.

MONGOLIA MANCHURIA KOREA SIBERIA
5,000 tons, twin screws. 5,000 tons, twin screws. 15,000 tons, twin screws. 15,000 tons, twin screws.
Also Mts 11,000 tons—China, 10,000 tons, and Persia, 9,000 tons.

SOME FEATURES OF SERVICE.

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Telegraphy, Submarine Signal Service and Huge Kitchens. Cuisine under personal supervision of Mr. V. Moroni, one of the World's most famous caterers.

THE COST by this route to London with its unrivalled opportunities is 27s 10d. for a return ticket first class. To San Francisco via Japan and Honolulu the cost is 12s. For the INTERMEDIATE SERVICE First Class accommodations are provided for 250 to London (return ticket 210s) and to San Francisco 25s. SPECIAL RATES for Army and Navy Officers, Diplomatic, Consular and Civil service on application.

STEAMERS:
SIBERIA 15,000 SATURDAY, 4th Oct., at 1 p.m.
"CHINA 10,000 TUESDAY, 14th Oct., at Noon.
MANCHURIA 10,000 TUESDAY, 22nd Oct., at 1 p.m.
MONGOLIA 5,000 SATURDAY, 26th Oct., at 1 p.m.

* Intermediate Steamers.
Passengers holding through tickets have the privilege of travelling by train between Kobe and Yokohama free of charge.

HONGKONG—MANILA SERVICE.
FROM HONGKONG. Arrive Manila. Leave Hongkong. Due Hongkong.
Oct. 28 CHINA Oct. 16 TUESDAY, 14th Oct., at Noon.
Oct. 28 MANCHURIA Oct. 20 TUESDAY, 22nd Oct., at 1 p.m.
Oct. 28 MONGOLIA Oct. 20 SATURDAY, 26th Oct., at 1 p.m.

King's Building (Opposite Blake Pier).

R. C. MORTON, Agent.

Panama-Pacific International Exposition—San Francisco—1915.

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IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE steamers

CHIYO MARU, SHIYO MARU & TENYO MARU.

Speed 21 Knots. Displacement 22,000 Tons.

AND THE TWIN SCREW S.S. NIPPON MARU & HONGKONG MARU INTERMEDIATE STEAMERS

Speed 18 Knots. Displacement 11,000 Tons.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer Captain Date of Sailing.

Chiyo Maru W. W. GREEN Friday, 17th Oct., at Noon.

Nippon Maru A. G. STEVENSON Wednesday, 5th Nov., at Noon.

Tenyo Maru E. BEST Tuesday, 11th Nov., at Noon.

Hongkong Maru S. S. THOMAS Friday, 28th Nov., at Noon.

Shiyo Maru H. S. SMITH Thursday, 4th Dec., at Noon.

The S.S. CHIYO MARU will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, the 17th October, at Noon.

SOUTH AMERICA LINE.

In connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TRUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers:

ANYO MARU, BUYO MARU & KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, OALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer Tons Date of Sailing.

Buyo Maru 10,500 Saturday, 4th Oct., at Noon.

Kiyo Maru 18,500 Wednesday, 3rd Dec., at Noon.

Anyo Maru 17,500 Thursday, 8th Feb., at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS, TELEPHONE and POST OFFICES.

SPECIAL FARES—TO OFFICERS OF THE ARMY AND NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to

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KING'S BUILDING (Opposite Blake Pier).

THE EASTERN & STEAMSHIP CO., LIMITED.

AUSTRALIAN MAIL SERVICE

TO AUSTRALIA, via MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS ARRIVE HONGKONG FROM AUSTRALIA LEAVE HONGKONG FOR AUSTRALIA

EASTERN Sept. 20 Oct. 10th, at 11 a.m.

ALDENHAM Oct. 11 Oct. 21st, at 11 a.m.

EMPIRE Nov. 1 Nov. 21st, at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All Steamer Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars, apply to

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DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid accommodations for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

WEIMAR Capt. A. E. Douglas TUESDAY, 30th Sept., at 11 a.m.

HAITANG Capt. J. B. Roush FRIDAY, 3rd Oct., at 11 a.m.

HAIBING Capt. W. C. Passmore TUESDAY, 7th Oct., at 11 a.m.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN Capt. J. W. Evans SUNDAY, 28th Sept., at 10 a.m.

Steamers will arrive at and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAFRAIR & CO. Agents.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL

SHANGHAI YINGCHOW To-night Midnight.

CHINWANGTAO ICHANG Sept. 29, at 4 p.m.

HOIHOW & HAIPHONG KAIPOING Sept. 30, at 4 p.m.

MANILA, CEBU & ILOILO TAMING Sept. 30, at 4 p.m.

SHANGHAI ANHUI Oct. 2, at 4 p.m.

SHANGHAI CHENAN Oct. 4, Midnight.

WEIHAIWEI & TIENSIN KUICHOW Oct. 10, at Noon.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANTU'.

MANILA LINE. Twin Screw Steamers 'Chihua', 'Taming' & 'Tean'.

Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tean'.

SHANGHAI LINE. The Twin Steamers 'Anhui', 'Chenan', 'Lintan', and the S.S. 'Lachow'.

Having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES: Single \$45 Return \$75.

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BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL

CHINWANGTAO HOPEANG WEDNESDAY, Oct. 1, at Noon.

SINGAPORE, PENANG & CALCUTTA FOOKSANG TUESDAY, Sept. 30, at 2 p.m.

CHINWANGTAO HOPEANG WEDNESDAY, Oct. 1, at 2 p.m.

SHANGHAI HOPEANG THURSDAY, Oct. 2, at Noon.

YOKOHAMA, KOBE & MOJI YATSHING THURSDAY, Oct. 2, at Noon.

MANILA YUENSANG SATURDAY, Oct. 4, at 2 p.m.

SINGAPORE, PENANG & CALCUTTA LAISANG SATURDAY, Oct. 4, at 2 p.m.

SHANGHAI TINGSANG SATURDAY, Oct. 4, at Daylight.

RETURN TOURS TO JAPAN. (Occupying 24 days).

THE Steamers 'Kishu', 'Nippon' & 'Fookang' leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the 'Lachow', 'Kishu', 'Nippon' and 'Fookang' leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei & Tsingtau.

Taking Cargo on through Bills of Lading to Koda, Lahad Dato, Singapore, Java, Sumatra, Jeddah and Balaban.

For Freight or Passage, apply to

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

EASTWARD

The S.S. 'FULTALA', 4154 tons gross, Capt. Chidly, will be despatched for Yokohama, Kobe and Moji on the 4th October at 4 p.m., taking cargo and passengers at current rates.

For Freight & Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARDS.

FOR STEAMERS DATE OF DEPARTURE

LONDON & ANTWERP 'VESTAL' 20th October.

LONDON & ANTWERP 'DEN OF RUTHVEN' 10th Nov.

LONDON & ANTWERP 'DENIGER' 20th Nov.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND 'DEN OF AIRLIE' 14th November.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND 'MONMOUTHSHIRE' 12th December.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. A. APCAR, 4,450 tons, Capt. Wacker, will be despatched for SHANGHAI, KOBE and MOJI on 16th October.

For Freight or Passage, apply to

DAVID HASSOON & CO., LTD., AGENTS.

S.S. JILUNGA, 5,000 tons, Captain Sullivan, will be despatched as above on 16th October.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage, apply to

DAVID HASSOON & CO., LTD., AGENTS.

Telephone No. 215 Sub Ex. No. 9.

SHIPPING



STEAM FOR STRAITS, CEYLON, AUSTRALIA, COLUMBO, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship 'CHINA', Captain C.H.S. Tocco, a.s. carrying 1500 tons, will be despatched from this port direct for LONDON, on SATURDAY, the 27th Sept., at Noon, taking Passengers and Cargo in same bottom for Colombo, Port Said, Marseilles, and London. Passengers' accommodation is secured before departure from Hongkong. Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWITT, Superintendent.

BECK & CO., BREMEN, KAISER. BREWERY. BECK'S BEER

Key Brand

\$16.00 per case

6 dozen bints,

4 dozen Quarts.

HONGKONG AGENTS:

MacEwen, Frickel & Co.

10-day's Advertisements

THE CHINESE TELEGRAPH
ADMINISTRATION.NOTICE
FEE FOR REGISTERING
TELEGRAPHIC ADDRESSES.

NOTICE is hereby given that from the 1st proximo this ADMINISTRATION will make a CHARGE of \$12 per annum for every registration of Cables Addressed.

All such TELEGRAPHIC ADDRESSES hitherto REGISTERED at this Office will be CANCELLED on the above given date.

Persons or persons who wish to continue their former Cables Addresses are requested to notify this Office of the fact and at the same time to pay the registration fee of \$12.

L. S. L'OO,
Manager.

Hongkong, 27th Sept., 1913. 1189

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, ON

TUESDAY,

the 30th September, 1913, at 2 p.m., at

No. 8, Victoria View, Kowloon,

THE

VALUABLE HOUSEHOLD

FURNITURE,

including

FURNISHED TEAKWOOD FURNITURE,

practically new, and

FURNITURE by MARINBURK.

Also

A large number of

PLANTS in POTS.

On view from Monday 9 p.m.

Terms—Cash on delivery.

All goods to be cleared the day of sale.

HUGHES & HUGHES

Auctioneers.

Hongkong, Sept. 27, 1913. 1188

EXCHANGE.

Hongkong, September 27, 1913.

On London—

Bank Wire—

On demand—

On 30 days sight—

On 60 days sight—

On 90 days sight—

On 120 days sight—

On 150 days sight—

On 180 days sight—

On 210 days sight—

On 240 days sight—

On 270 days sight—

On 300 days sight—

On 330 days sight—

On 360 days sight—

On 390 days sight—

On 420 days sight—

On 450 days sight—

On 480 days sight—

On 510 days sight—

On 540 days sight—

On 570 days sight—

On 600 days sight—

On 630 days sight—

On 660 days sight—

On 690 days sight—

On 720 days sight—

On 750 days sight—

On 780 days sight—

On 810 days sight—

On 840 days sight—

On 870 days sight—

On 900 days sight—

On 930 days sight—

On 960 days sight—

On 990 days sight—

On 1020 days sight—

On 1050 days sight—

On 1080 days sight—

On 1110 days sight—

On 1140 days sight—

On 1170 days sight—

On 1200 days sight—

On 1230 days sight—

On 1260 days sight—

On 1290 days sight—

On 1320 days sight—

On 1350 days sight—

On 1380 days sight—

On 1410 days sight—

On 1440 days sight—

On 1470 days sight—

On 1500 days sight—

SHIPPING

ARRIVALS.

September 26.
Penang Maru, Japanese str., 3,274, S. Marasumi, Pombay and Singapore Sept. 20, General.—NIPPON YUSEN KAISHA.

Shoku Maru, Japanese steamer, 609, T. Fuchikuni, Taino Sept. 24, General.—O. S. N.

Fooking, British steamer, 1,387, T. A. Mitchell, Moji Sept. 21, General.—JANSEN, McNICOLL & Co., Ltd.

Chien Maru No. 4, Japanese str., 2,275, Tanaka, Kwang yu Sept. 23, Cement Stone.—M. B. K.

Vigant, German str., 2,915, Ahrens, Manila Sept. 22, General.—MATHERS & Co.

September 27.
Haitong, British steamer, 1,382, A. E. Hodgins, Fuchow, via Amoy and Swatow Sept. 26, General.—DOUGLAS STEAMSHIP CO., Ltd.

Rajah, German str., 1,273, C. Roskoffsky, Rajang Sept. 24, Timber.—BUTTERFIELD & SWIRE.

Maria, German str., 1,198, J. Davidson, Bangkok Sept. 19, Rice.—EWS, HOK FONG & S. Co.

Ki-fong, British steamer, 988, Mathias, Haiphong September 23, General.—BUTTERFIELD & SWIRE.

Hongkong, French str., 746, A. Marquerite, Haiphong and Pakhoi Sept. 23, General.—A. R. MARY.

Kwong Tai, Chinese steamer, 1,538, C. Stewart, Shanghai Sept. 24, General.—C. M. S. N. Co.

Atreus, British steamer, 4,200, J. N. Williamson, Yokohama Sept. 18, General.—BUTTERFIELD & SWIRE.

Peria, Austrian str., 3,779, Mario de Nardo, Trieste and Singapore Sept. 23, General.—SANDER, WILKEN & Co.

Milford Hall, British steamer, 3,505, J. Abram, London August 17, General.—P. & O. S. N. Co.

Hongkong, British str., 1,355, S. Wilde, Shanghai and Swatow Sept. 26, General.—JARDINE, MATHESON & Co., Ltd.

September 27.
Aoyu, for Singapore and Bombay.

Idonemaru, for Shanghai and Hankow.

Hanyama, for Saigon and Java.

Pakura Maru, for Tayoh.

Takemaru, for Saigon.

Seda, for Swatow and Bangkok.

Sudam, for Shanghai and Yokohama.

Namam, for Shanghai and Kobe.

Huichow, for Tientsin and Tientsin.

Bentovich, for Nagasaki and Yokohama.

Dilwara, for Singapore and Calcutta.

Tuyuan, for Manila and Sydney.

Longyang, for Manila.

September 27.
Per Haiyang, from Coast Ports, Messrs Fothergill, Ono, Isuda and Okazaki.

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FOR HAIR
AND SCALPCUTICURA
SOAP

Shampoos and occasional dressings of Cuticura Ointment are invaluable. No other emollients do so much to prevent dry, thin and falling hair, remove dandruff, allay irritation and promote hair beauty.

Cuticura Soap and Ointment sold everywhere. Sample each with 25¢ box from nearest Drug Store. 77, Charles Street, London, E.C. 4, England. N.B.W. & Co., Ltd., 10, Abchurch Lane, London, E.C. 4, England. Cuticura Soap and Ointment sold everywhere. Sample each with 25¢ box from nearest Drug Store. 77, Charles Street, London, E.C. 4, England. N.B.W. & Co., Ltd., 10, Abchurch Lane, London, E.C. 4, England.

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WEATHER REPORT.

On the 27th at 11.10. "Pressure" has increased slightly over China, which is now covered by a feeble anticyclone. A shallow depression has formed over S. Japan, and an anticyclone lies to the north-east of Japan.

Light to moderate monsoon is indicated along the east coast of China and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow—

1.—Hongkong and Neighborhood: E. winds, light to moderate; fine.

2.—Formosa Channel: N.E. winds, moderate to fresh.

3.—South coast of China between Hongkong and Lamook: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

HONGKONG TIDES.

The tide table given below has been compiled at the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-89.

The zero of the table corresponds with the zero of the sounding in the Admiralty Charts which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard, add 3 feet 4 inches, and on the gauge at Lamouet Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

September 28th to October 6th, 1913.

Day	Time	High Water	Low Water	Time	High Water	Low Water
Sun.	7.25	7.8	1.2	Mon.	7.25	7.8
Mon.	8.44	8.6	2.24	Tue.	8.44	8.6
Tue.	8.31	8.1	1.87	Wed.	8.31	8.1
Wed.	8.44	7.7	1.80	Thurs.	8.44	7.7
Thurs.	9.30	7.4	2.33	Fri.	9.30	7.4
Fri.	10.10	7.0	2.80	Sat.	10.10	7.0
Sat.	9.55	6.8	4.44	Sun.	9.55	6.8
Sun.	11.18	6.5	4.38	Mon.	11.18	6.5
Mon.	10.18	7.4	4.44	Tue.	10.18	7.4
Tue.	10.31	6.1	4.44	Wed.	10.31	6.1
Wed.	11.44	5.1	4.12	Thurs.	11.44	5.1
Thurs.	11.50	4.8	5.12	Fri.	11.50	4.8
Fri.	12.30	4.5	5.04	Sat.	12.30	4.5